THUNDERSTORMS: KEEPING AN EYE ON THE SKY

KNOWLEDGE

VOL 5 MARCH 2011

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

TO LIVE OR DIE

SEAT BELTS – THE DIVIDING LINE

- GROUND RULES
- TO BE SEEN
- DON'T ASSUME



DO IT RIGHT

U.S. ARMY
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RIDE FOR YOUR LIFE
The Motorcycle Mentorship Program establishes voluntary installation-level motorcycle associations where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. This can create positive conduct and behavior and serve as a force multiplier that supports a commander's motorcycle accident prevention program.
MMP
MOTORCYCLE MENTORSHIP PROGRAM
Check out the USACR/Safety Center MMP website for some examples of active mentoring programs.
https://safety.army.mil/mmp/
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OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

LEADERS SOLDIERS CIVILIANS FAMILIES

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Brig. Gen. William T. Wolf Commander/Director of Army Safety

James R. Yonts Executive Director, Support Operations

Chris Frazier Managing Editor

Bob Van Elsberg Editor

Paula Allman Editor

Blake Grantham Graphic Design

Taryn Gillespie Graphic Design

Leslie Cox Graphic Design (QinetiQ)

Kami Lisenby Graphic Design (QinetiQ)

Mission statement: The United States Army Combat Readiness/Safety Center (USACR/Safety Center) supports our Army by collecting, analyzing and communicating actionable information to assist Leaders, Soldiers, Families and Civilians in preserving/protecting our Army's combat resources.

We welcome your feedback. Please e-mail comments to **safe.knowledge@conus.army.mil**.

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SET THE RIGHT EXAMPLE

This month marks the midway point in fiscal 2011, and our Army is poised to continue our ongoing downward trend in fatal accidents for yet another year. We opened the second quarter 15 percent below last year's total fatality numbers for the same timeframe, and statistics in our key privately owned vehicle category were even better, down 26 percent for the year. This great news story reflects the commitment and dedication of all our Leaders, Soldiers, Families and Civilians to the safety of our force and to each other. Thank you for all your hard work!

This trend is certainly welcome, and it appears we're headed in the right direction in countering the No. 1 accidental killer of our Soldiers. However, we can't become complacent and think our problems with POVs are at a point of solution. The improved numbers we're seeing are actually masking a devastating issue with Soldiers not using seat belts, and a majority of our POV fatalities to date have been attributed at least in part to a neglect to buckle up.

The circumstances behind most of these fatalities is remarkably similar: a loss of control, the vehicle striking another vehicle or stationary object and sometimes rolling over, with the Soldier driver and/or passengers ejected during the accident sequence. At least two of these fatal accidents occurred on post, and a third occurred during the Soldier's drive to work for his regular duty day. Five of the six fatalities were 24 years old or younger, meaning they grew up in an age of mandatory seat belt laws well before they assumed the military obligation of always buckling up. Willful disregard for standards is a Leader, Soldier and Family issue, and it will take a concerted effort by all three groups to curb this growing and disturbing trend.

For Leaders, off-duty standards enforcement has always been among the most difficult of all responsibilities. First-line supervisors can't be with their Soldiers all the time, but they can engage with them during the duty day about the risks of driving and other off-duty activities. Since the drive to and from work will be the most dangerous part of the day for many of our Soldiers, it's only logical that Leaders spend the time and effort required to ensure their subordinates are informed and empowered to make smart decisions after the duty day ends. It's also important for Leaders to get to know their Soldiers personally so they can learn what interventions work for a given individual. Safety isn't a "one-size-fits-all" pursuit, and an



> "And, **BECAUSE** of their close **RELATIONSHIPS, PEERS,** spouses, parents and **SIBLINGS** can **OFTEN** make an **IMPACT** even when **OTHERS** have tried **UNSUCCESSFULLY.**"

approach that works with one Soldier won't necessarily work for another.

As the weather begins to gradually warm up, many Soldiers will want to bring their motorcycles out of cold weather storage and prepare them for the approaching spring and summer riding season. This is a great time to take the opportunity to have the bike serviced, check the serviceability of personal protective equipment (PPE) and get motorcycle refresher training completed. Some of the basic riding skills are quickly perishable over the fall/winter months, and now is the time to get some much needed refresher training before taking those long rides later in the season.

Our Army continues to lose Soldiers due to acts of indiscipline. The acts of excessive speed, reckless riding, a lack of properly approved motorcycle training and failure to wear proper PPE continue to show up in accident findings. Leaders, the ruthless enforcement of standards for our motorcycle riders is the only way to stop these senseless losses. Leaders can and should conduct on-the-spot checks for licensing and approved motorcycle riding training for their riders, as well as inspecting their Soldiers' motorcycles periodically. Tools and checklists for the inspection of motorcycles and PPE can be found on the U.S. Army Combat Readiness/Safety Center website under the POV/Motorcycle Safety tab. Another great source of information that also promotes safe riding through experienced rider mentorship is the Motorcycle Mentorship Program (MMP). This installation-based program promotes an environment that can create positive conduct and behavior while riding and serves as a force multiplier that supports a commander's motorcycle accident prevention program.

Because every Soldier has his or her own unique needs, Soldier-to-Soldier and Family engagement is critical in this fight. Friends and Family members generally know their Soldiers better than anyone else and have more access to them during their off-duty time. And, because of their close relationships, peers, spouses, parents and siblings can often make an impact even when others have tried unsuccessfully. Never allow the Soldiers in your life to operate a vehicle unbelted, and let them know your concerns about their unsafe driving habits. You might be met with resistance at first, but, when it comes to a Soldier's life, it's an argument worth having.

Ultimately, the decision to wear a seat belt is a personal choice, but it's one that can be affected through positive interaction with others. If you're in a leadership position, set the right example by doing the right thing all the time. The same standard applies for Soldier peers and Family members. Make the smart decisions and watch how your behavior affects your friends and loved ones. The simple click of a seat belt is one of the sweetest sounds any driver or passenger will hear before an accident, and there's no better way to save lives on the road than by buckling up.

Each of you is doing a great job every day for our Army and our nation. Thank you for what you do, and let's get the last half of fiscal 2011 off to a great start today by staying engaged in Soldier safety. There's no better reward than watching your Soldiers thrive in both their on- and off-duty lives, so do your part by giving them the tools for success!«

Army Safe is Army Strong!



WILLIAM T. WOLF
Brigadier General, USA
Director of Army Safety

An Eye on the Sky

1ST LT. ERIK JOHNSON
304th Transportation Company
U.S. Army Reserve
Chicopee, Mass.

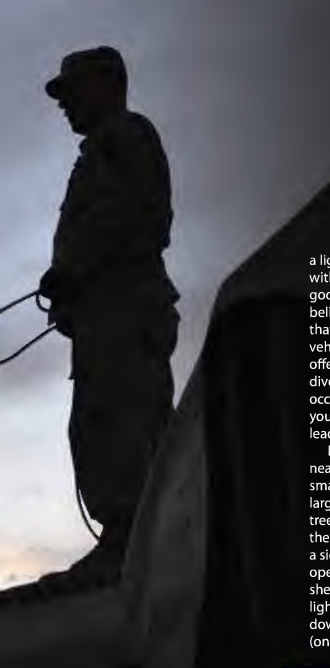


Swift action is needed when facing a thunderstorm. After all, lightning is the second-leading cause of weather-related deaths in the United States. According to the National Weather Service (NWS), over the past 30 years, an average of 58 people are killed annually by lightning strikes, and about 300 more are injured.

Soldiers aren't immune to the dangers of lightning. Since fiscal 2002, two Soldiers have died and at least 25 others were injured due to lightning strikes. Last summer, an ROTC cadet died after she was struck by lightning while participating in field exercises at Fort Knox, Ky., for the U.S. Army Cadet Command's Leader's Training Course. To better protect ourselves, we need to know how to respond safely to lightning.

Most people have probably received some instruction about how to gauge their distance from a lightning strike. It is a common belief to count the seconds between seeing the flash and hearing the thunderclap, with one second being equal to one mile in distance. Therefore, a five-second gap between the flash and thunder would mean the lightning is five miles away. Unfortunately, using this math could get a Soldier in the field killed.

The NWS reports that the ratio is actually five seconds of time is equal to one mile of distance from you to the lightning strike.



So, that poor, misinformed troop who thought he was five miles away from that sudden bolt of lightning may actually be right beside it. If you can hear thunder, it's best to go ahead and seek shelter.

Although you can't eliminate the risk of lightning completely, there are some actions you can take to reduce the probability of being struck. These include avoiding high-elevation areas, open fields, isolated trees, communication towers, flagpoles, open-top vehicles and water during thunderstorms. A building offers the best protection from a lightning strike, but a vehicle with a metal roof will also provide good shelter. Some mistakenly believe it's the tires that provide that protection. Rather, it's the vehicle's metal exterior (ragtops offer negligible protection) that diverts the charge away from occupants inside. Just make sure you don't touch anything metal that leads to the outside of the vehicle.

If a building or vehicle isn't nearby, seek shelter under the smallest tree in a group of several large trees, but never under a single tree. Stay at least six feet away from the trunk to minimize the risk of a side strike. If you're caught in an open area without trees or other shelter, it's time to assume the lightning safety position: crouch down as a baseball catcher would (only make sure your heels are touching together) and place your hands over your ears. Do not lie flat on the ground! Wait out the storm in this crouched position. Remember, before you assume the lightning strike position, remove all metallic objects from your body. This means stack arms (yes, it is understood enemy fire is a greater threat than a possible lightning strike, so act appropriate to the tactical situation), MILES and anything else metal and get 50 meters away from it.

Lightning can never be underestimated. If your unit does not yet have a lightning safety dispersal plan, request your chain of command implement one. For every area of operations it enters, a unit should know what to do when lightning strikes.«

30/30 RULE

If you're training or operating in the open and see lightning or hear thunder, use the "30/30 rule" to determine when to seek shelter. When you see lightning, count the seconds between the flash and thunderclap. If it's 30 seconds or less, seek shelter immediately. Then, wait at least 30 minutes after the last thunderclap before leaving your shelter. Don't be fooled by a blue sky, either. About 75 percent of lightning injuries occur very early or very late in a storm's life, and strikes have been recorded from as far away as 56 nautical miles.



A 'Stormy'

Have you ever fought with your kids about wearing seat belts? Have you been tempted to give up out of frustration? A few years ago on a rain-slicked road, we learned this is a battle you can't afford to lose. Here's our story.

I'd been deployed about three weeks, but hadn't talked to my wife during the past few days. When I finally got in touch with her, I'll never forget the sound of her voice. I knew something was wrong when she said, "Hey, honey, let me just say we are all OK." Hearing her say that, however, didn't make the message any easier as she explained what happened.

My wife and kids were on their way from Fort Hood, Texas, to Austin for my son's soccer tournament. My wife was driving and my 10- and 2-year-old sons were in the backseat. During their drive, they encountered a bad thunderstorm. A



Lesson

CHIEF WARRANT OFFICER 2 JASON R WILLIAMS
B Company, 3-227th Assault Helicopter Battalion
Fort Hood, Texas

few minutes into the storm, they hit a flooded section of road and my wife lost control of the SUV, which slid onto the grass on the right shoulder. She was able to regain control, slow down and attempt to ease back onto the road. However, the right rear tire hit the road edge and blew out, sending the SUV sliding sideways and overturning three or four times before it came to rest upside down in the grass.

My wife didn't realize she was hurt and checked on the boys, who appeared to be OK. Our 10-year-old had wanted to ride in the front seat, but, fortunately, my wife insisted he ride in the backseat. That proved a good decision, as the passenger-side mirror had pivoted inward, smashing the window and gashing the front passenger seat. Had our son been there, he might have been decapitated.

She climbed out of her window and tried to open the back doors, but they were stuck. By now, people were already coming over to assist. My oldest had undone his seat belt and was brushing glass out of his brother's hair. He tried, unsuccessfully, to get him out of his safety seat and wouldn't leave the car without him. While all this was going on, my wife was in and out of consciousness. Her left arm was seriously injured and she was



bleeding profusely from her head. She remembered asking to see our boys and a woman telling her that they were doing fine. She'd been assuming the worst, but the fact was, the woman didn't want the kids to see her condition.

She went on to explain that the kids had some minor injuries from the stroller and backpacks flying around inside the vehicle. My oldest son needed some dental work and my youngest had a large lump on his head. Considering that everything else in the SUV was spread across the highway, I was just happy to hear they were all alive.

As I listened to the story, I couldn't help wondering if I had done something to contribute to this accident. I asked myself, "Were the wipers OK? How old were the tires? When was the last time I checked the tire pressure?" I'd looked over the car shortly before deploying, but was concerned I might have missed something. For a long time I thought about how I'd have felt had any of them been killed. Those uneasy thoughts hung around in my mind, but I eventually accepted the fact that there was nothing I could do to change the past. Instead, I decided I would focus on how to do better in the future.

My wife and son have had some difficulty dealing with the aftermath of the accident. Riding in a car during a bad storm is still a little difficult for them, but they have gotten much better. Looking back on it, we view the entire incident as a learning experience for us all. Obviously, we no longer have a seat belt issue. In fact, I've heard my son remind his friends to fasten their seat belts. I also explained to him that his concern for his brother in an emergency is a quality that many don't possess, especially other children his age. After seeing the SUV's condition, my wife was amazed they survived and felt she'd been given a new lease on life.

It was humbling to come home from combat to hear the details of my family's near-death experience. It is a perfect example of how the most obvious hazards — such as I faced in combat — are not always the ones that hurt or kill people. Since then, I've worked to make myself more aware of the potential hazards to my family. I've also tried to be better about explaining how and why I take certain safety precautions so my family will be even better prepared the next time I'm gone. When I deploy, I'm not just committed to protecting my comrades in combat; I'm just as committed to protecting my family at home.«

"When I **DEPLOY**, I'm not just committed **TO PROTECTING** my comrades in combat; I'm just as committed to **PROTECTING MY FAMILY AT HOME.**"


Family strong!
Army Safe is Army Strong and that starts with a Soldier's Family. Have the information to help you and your Family stay SAFE.
Family engagement kit
https://safety.army.mil
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Why Don't Soldiers W Thos

While deployed to Camp Buehring, Kuwait, in support of Operation New Dawn, I witnessed firsthand how a U.S. Navy flight deck cranial (FDC) can reduce injuries and possibly save lives. Since then, I have wondered why the U.S. Army has not adopted the practice of wearing an FDC while working on our UH-60 or any other Army aircraft.

CHIEF WARRANT OFFICER 4 STEPHEN R. BOYD
3-123th Aviation Aviation Task Force
Kuwait, TF 16th TAOS



During September 2010, a routine training mission of an MH-60S from our U.S. Navy Air Ambulance Detachment (NAAD) required a precautionary landing due to a main module chip light. Following the successful precautionary landing, the decision was made to use the General Support Aviation Battalion (GSAB) Downed Aircraft Recovery Team (DART) and the NAAD maintenance teams to recover the aircraft via flatbed. Immediately, detailed planning sessions and rehearsals were conducted to ensure a safe execution. Both the brigade and battalion safety officers were involved and composite risk management was incorporated into every phase of the process. Coordination between the NAAD and the GSAB went extremely well at all levels of planning and execution. Not surprisingly, the GSAB DART, which had successfully recovered aircraft in the past, leveraged their past successes to execute this mission in the austere desert conditions of our operational environment.

On the day of the operation, the two units worked seamlessly as one, the timeline was adhered to and safety remained a priority throughout the entire operation. I was onsite as the task force safety officer and watched as Sailors and Soldiers worked in perfect unison while climbing in, on and around the aircraft, removing blades, hoisting and chocking the aircraft onto a flatbed and then moving it back to base. The most glaring difference I noticed throughout the day was the Navy's personal protective equipment (PPE) and their mechanics strict adherence to wearing it — specifically the FDC headgear donned by every Sailor. I remember thinking, "Why don't our Soldiers wear those?"

The story should end happily at this point. But there's more.

The next morning, after a successful aircraft recovery, the helicopter was in the hangar being repaired by the NAAD mechanics. A Sailor was on top of the aircraft, disassembling components on the rotor head. As he was pulling down on a torque wrench, attempting to break the seal on a bolt, the bolt unexpectedly snapped loose. The mechanic lost his balance and fell backward from the top of the aircraft, landing on the back of his head on a cement floor. This occurred right outside my office, so I ran out expecting to see the worst.

When I got to where the Sailor was lying, he was wide awake, not bleeding and could move his fingers and toes. His FDC was still intact and strapped to his head when the ambulance took him away. What's equally amazing is he returned to duty two days after an accident that could have killed or at least seriously injured him had he not been wearing an FDC. So, for the second time in two days, I asked myself, "Why don't our Soldiers wear those?"

> "What's equally amazing is he **RETURNED TO DUTY TWO DAYS AFTER** an accident that could have **KILLED** or at **LEAST SERIOUSLY INJURED** him had he not been wearing an **FDC.**"

For several decades, the Navy has required all aircraft handlers and maintainers working in, on and around military aircraft while shipboard or ashore to wear the FDC. The current FDC provides improved capabilities in hearing protection, speech intelligibility and impact protection as well as a stable mounting platform for the use of night vision devices.

After the incident in the hangar, Army task force leadership and safety officers decided our Soldiers would wear FDCs when working on aircraft. Their use will be incorporated into our battalion standard operating procedures. Again, if this single safety device can prevent injuries or save lives, then why aren't Soldiers issued or required to wear FDCs while working on top of aircraft? Fortunately, because leadership required this Sailor to wear an FDC, he suffered only minor injuries and a few lost days of work.

Ground Rules

The ground guide is an essential component to moving heavy tactical vehicles and equipment. However, if the guide or vehicle operator doesn't follow or execute the proper procedures, the results can be deadly. As Leaders, we must ensure Soldiers train and rehearse proper ground-guiding procedures to prevent accidents and preserve our combat power.



SGT. 1ST CLASS RAUL CEDENO
Headquarters, 201st Regiment Regional Training Institute
Puerto Rico Army National Guard
Fort Allen, Puerto Rico



Ground guides are a vehicle operator's "eyes" when maneuvering equipment in areas of limited visibility. Therefore, ground guiding a vehicle is one task where training and coordination between the two is critical.

Recently, the Army experienced a fatal ground-guiding accident because this routine task wasn't executed properly. As a Soldier was ground guiding a truck to connect to a trailer, the driver lost sight of him. The Soldier was pinned between the truck and trailer and crushed. He died from his injuries later that day. Leaders and Soldiers can prevent these needless losses by following a few simple steps:

- Ensure Soldiers are familiar with Army Regulation 385-10, Chapter 11, Prevention of Motor Vehicle Accidents, and Field Manual (FM) 21-305, Chapter 8, Manual for the Wheeled Vehicle Driver. Also, make sure everyone understands the basic signals to control vehicle drivers (don't forget about flashlight signals) from FM 21-60, Visual Signs.
- Make sure ground guides use hand signals. Voice signals can be

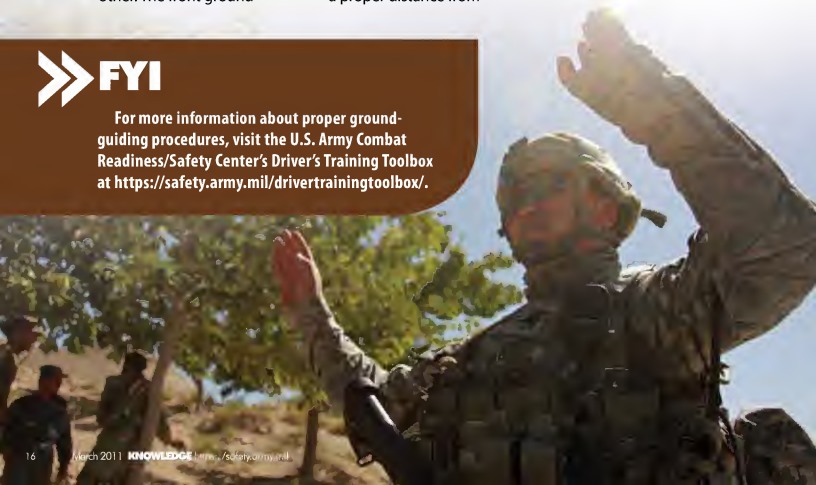
misunderstood or go unheard and should only be used in an emergency. Drivers and ground guides must coordinate hand signals before operations.

- Position front ground guides to the left front (driver's side) and rear guides to the left rear of vehicles.
- Never allow a ground guide to walk directly into the vehicle's path. Ground guides should also never walk backward or get between two vehicles.
- Ensure drivers understand they immediately must stop if they lose sight of the ground guide or don't understand a signal.
- When using two ground guides, they must maintain visual contact with each other. The front ground guide must stop the vehicle if he or she loses sight of the rear ground guide.
- Ensure the ground guide, not the vehicle commander, is in charge of the vehicle.
- Whenever the vehicle is under the control of a ground guide, the only command the vehicle commander should issue to the driver is "stop."
- Always use ground guides when backing, in congested areas, when traveling cross-country during periods of limited visibility and in bivouac and assembly areas.
- During periods of limited visibility or darkness, equip ground guides with suitable lights (two flashlights and extra batteries).
- Ground guides must keep a proper distance from the vehicle (10 yards).
- Ground guides should always clear themselves, clear the vehicle and, finally, give the command to move the vehicle.

Soldiers are entitled to outstanding leadership and we must provide it. Many accidents are the result of Leaders failing to enforce standards. To fix this situation, Leaders must enforce training and ensure composite risk management is integrated into all phases of operations to mitigate hazards while conducting vehicle operations. If Leaders at all levels maximize their efforts to ensure Soldiers understand the ground-guiding standards, there's no doubt accidents will decrease and our combat power will be preserved.

FYI

For more information about proper ground-guiding procedures, visit the U.S. Army Combat Readiness/Safety Center's Driver's Training Toolbox at https://safety.army.mil/drivertrainingtoolbox/.




FACT: Army motor and combat vehicle accidents are the single greatest cause of on-duty accidental ground fatalities among our Soldiers.
Get the tools before the road gets rough.
Driver's Training Toolbox
https://safety.army.mil/drivertrainingtoolbox/
U.S. ARMY
ARMY STRONG.
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To be Seen

PERRY WILDS
Driving Task Force
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

I was on my way back from a recent trip when it started to rain hard. The visibility was maybe 50 feet and there was no place to exit. I was following a tractor-trailer's taillights, hoping the person behind me wasn't steering with his knees while eating a Happy Meal. All of a sudden, the tractor-trailer's taillights disappeared.

It took a minute to realize a dark gray SUV had pulled in between us without having his lights turned on. The only time I could actually see the SUV was when he hit his brake lights. I changed lanes, something you don't want to do when you can't see squat, and got behind someone who had all their lights — including their taillights — turned on.

I'm thankful I made it through the storm so I could be here to write this article. However, this incident got me wondering why is it so hard for some people to remember to turn on their headlights. Some advances in automotive technology may have actually made the problem worse. Many vehicles now have daytime running lights, automatic lights and lights that come on when water is detected. The problem is technology has made people complacent. Assuming the car does everything automatically, they don't realize they need to manually switch on their lights to be sure they'll be seen in the rain.

With that in mind, here are some realities to consider.

While daytime running lights are great at



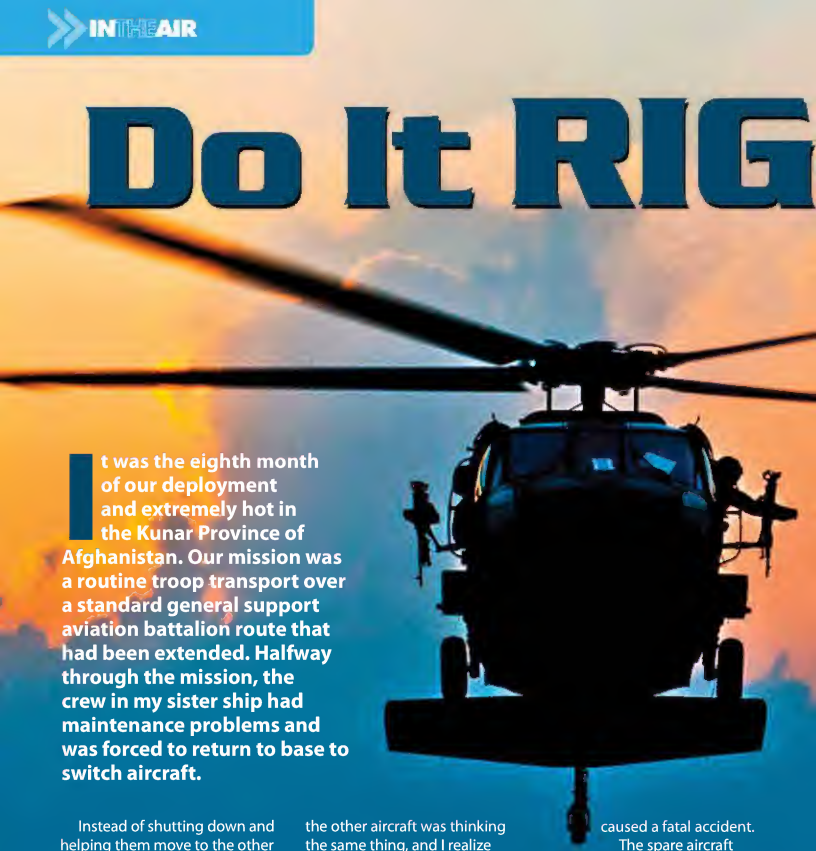
increasing your visibility from the front of your vehicle, they typically don't do anything for your back. What many people don't realize is these lights only illuminate the headlights, not the taillights. In a rainstorm, they do nothing to help the people behind you see your vehicle.

Automatic lights come on when your car senses there is not enough ambient light. While that might work when it turns dark outside, that doesn't mean the car knows to turn on the lights when it is raining. Again, they may not come on when you need them, making it hard for drivers to see you.

The answer to this problem is simple: When the weather is "off," turn your lights on. While "smart" technology is great, it can never replace you being a smart driver.«

> "The **PROBLEM** is **TECHNOLOGY** has made people **COMPLACENT**. Assuming the **CAR** does everything **AUTOMATICALLY,** they don't **REALIZE** they **NEED** to manually **SWITCH** on their **LIGHTS** to be **SURE** they'll be **SEEN** in the **RAIN.**"

Do It RIG



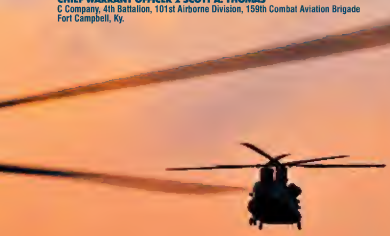
It was the eighth month of our deployment and extremely hot in the Kunar Province of Afghanistan. Our mission was a routine troop transport over a standard general support aviation battalion route that had been extended. Halfway through the mission, the crew in my sister ship had maintenance problems and was forced to return to base to switch aircraft.

Instead of shutting down and helping them move to the other aircraft, my crew and I elected to remain at idle … partially because we figured we would get in their way, and, quite honestly, because we didn't want to endure the extreme heat and humidity of Jalalabad. I know the crew in the other aircraft was thinking the same thing, and I realize now we probably put undue pressure on them to hurry their move to the spare aircraft. This, combined with the stress to "get the mission done on time," acute crew fatigue and ignoring even the simplest of checks, almost caused a fatal accident.

The spare aircraft was on the pad beside where my sister ship shut down. We watched the crew transfer all of their gear, but for some reason they did not start a preflight. As we watched a couple of vehicles pull up to the

HT

CHIEF WARRANT OFFICER 2 SCOTT A. THOMAS
C Company, 4th Battalion, 101st Airborne Division, 159th Combat Aviation Brigade
Fort Campbell, Ky.



aircraft, one of the pilots climbed into the cockpit to tell us what was transpiring.

In the mad rush to continue with the mission, the door gunner accidentally fired his M240 machine gun. The pilot in command was responsible for clearing the weapon after each flight. He admitted being complacent and having trusted the door gunner to clear his weapon. The door gunner said he was in a hurry to finish the mission and was focused more on "what to do next" instead of "what to do now."

Thankfully, no one got hurt that day, nor was there any damage to the aircraft. However, it served as a wake-up call regarding the dangers of becoming complacent during the last quarter of a deployment. My aircrew learned a valuable lesson that day and we now lend a helping hand to other crews during our missions, even if that means inconveniencing ourselves. I'm certain the other aircrew learned that no matter what pressures are placed upon them, it's important to always take the time needed to do things right if they're to accomplish their mission safely.«

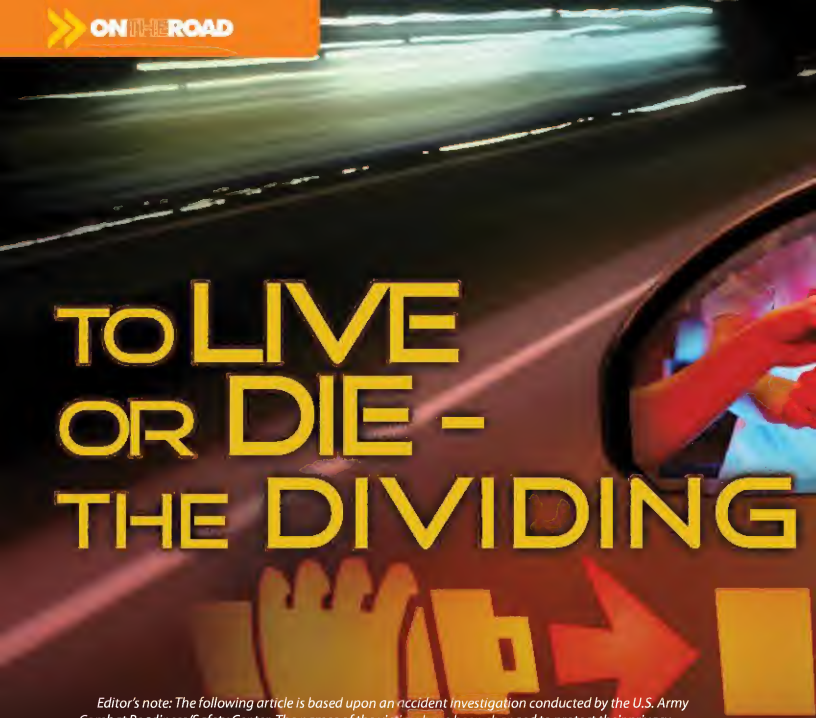
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ARMY SAFE IS ARMY STRONG



TO LIVE OR DIE - THE DIVIDING

Editor's note: The following article is based upon an accident investigation conducted by the U.S. Army Combat Readiness/Safety Center. The names of the victims have been changed to protect their privacy.

How wide is the line dividing life and death? Sometimes it can be as narrow as 2 inches.

The five Soldiers were excited about their Saturday night as they piled into a rental car to drive nearly 90 miles to hear a hip-hop artist at a nightclub. Just back from downrange where alcohol was a "no-no," drinking was definitely in the mix along with the music. And why not have fun? Four of them were still in their seven-day reintegration period, working half days at the most. Since it was a Saturday, they were released at 10:30 a.m. and weren't due back until formation at 7:30 Sunday morning.

Sgt. Lee Rogers rented the car, a high-performance model, two days earlier on the day his unit got back from Iraq. And he didn't waste any time in getting back to partying. That night, he and his friend, Sgt. Adam Brooks, tied one on and showed up at the Friday morning formation a bit worse for the wear. Rogers' section leader,



LINE

BOB VAN ELSBERG
Strategic Communication Directorate
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

Sgt. First Class Jeremy Brock, counseled both sergeants to stay home and take it easy that night. The dangers of post-redeployment heavy drinking were well known, but they weren't worried about those dangers — only about getting back into the "good" life.

Sometime between 7:30 and 9 p.m. Saturday, Rogers and Brooks and Sgt. Jim Barrett joined Spcs. Larry Allen and Jeff Goodson in the rental car to head for the nightclub. Thanks to good, high-speed highways, they got there fairly quickly. They partied large and late because they didn't have to get back until their 7:30 morning formation. By the time they got ready to head back, it was somewhere between 5 and 5:30 a.m. As long as they hurried, they'd make it back in time for the formation.

Despite the fact Brooks was drunk, Rogers let him get behind the wheel. The decision made little sense, as Rogers knew Goodson was sober and in much better condition to drive. He should have been the obvious choice for the drive back that morning. Brooks and Rogers both buckled up for the trip back, but neither ensured their buddies in the backseat wore their seat belts. Maybe they thought their friends could sleep easier that way. Whatever the reason, it proved a huge mistake.

Brooks was in a hurry and pushed the car over 100 mph. As the car sped down the highway, the long night began to take its toll. Shortly after passing an interchange, Brooks nodded off and the car drifted onto the right shoulder. Unfortunately, there were no rumble strips to

warn Brooks he was about to get into serious trouble. Fatigued, intoxicated and falling asleep at the wheel, he allowed the car to drift across the line dividing life and death for his passengers.

The humming of the tires against the pavement changed as the car drove onto the grassy shoulder. Suddenly, a series of thumps broke the early morning stillness as the vehicle plowed through a stand of small trees. For 284 feet, the trees gave way, but then the car struck a 3-inch-thick support cable for an overpass. The cable didn't give way so easily and took its toll, ripping off part of the car's roof. Still, the car plunged ahead at high speed.

The vehicle tore past the cable and launched off a 4-foot-high wall, flying 35 feet through the air before slamming nose-first onto the pavement. The jolt shot Barrett and Allen — both unbelted — forward through the hole in the car's roof. The car then tumbled end over end, struck a tree and glanced off it to the right. As that happened, Goodson — unrestrained in the backseat — flew out of the vehicle and was killed.

As the car continued tumbling, the horrendous impacts tore away the motor and transaxle. In the front seat, Brooks and Rogers rode out the crash and survived, although with serious injuries. This vehicle was one that the Insurance Institute for Highway Safety had crash tested and given a Top Safety Pick award. During this accident, the car maintained the integrity of its occupant compartment and provided survivable space for all five Soldiers. Had the Soldiers in the backseat been wearing their seat belts, they'd have likely lived.

But that didn't happen. The most important dividing line that morning — the car's 1¾-inch-wide seat belts — weren't there to save Allen, Barrett and Goodson. Ironically, they'd all survived the hazards of the front line only to die needlessly on the highway.

Their deaths reflect the tragic consequences when Soldiers who protect each other in combat fail to protect each other when driving. As the person who rented the car, Rogers was responsible to ensure a sober driver was behind the wheel. As the driver, Brooks was responsible for ensuring everyone buckled up. Each of the Soldiers knew there was no "gray" area when it came to seat belt use. They'd heard it at their safety briefings every day. But despite that, no one in the car enforced what they all knew was a lifesaving standard.

The bond that leads Soldiers to protect each other on the battlefield must reach to the highways. There is no other choice. Once a Soldier crosses the dividing line between life and death, there's no coming back.«





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ARMY STRONG. U.S. ARMY COMBAT READINESS/SAFETY CENTER ARMY SAFE IS ARMY STRONG BAND OF BROTHERS & SISTERS

Is it Live ... ?

SGT. 1ST CLASS KARL A. PETERSEN
Company A, 1st Battalion, 109th Infantry Regiment
Pennsylvania Army National Guard
Honesdale, Pa.

In March 2006, I was the unit supply sergeant for an infantry company at Al Asad Airbase, Iraq. We were in the process of getting replacements for our two Marine platoons so they could rotate out. During this time, the incoming Marines received a lot of hands-on training — mostly weapon system familiarization of the systems for the assigned gun trucks. Most of the younger Marines were unfamiliar with these systems, so we tried to cover as much as possible. Sometimes, they would request extra training, which is what led to the following incident.

One morning, three of the new Marines asked if they could conduct hands-on training with the MK-19 grenade launcher. The platoon sergeant for the Marines allowed them to go into the convoy security teams' building unsupervised, but instructed them to not touch any other items. In this room, there was a wall with a plywood shelving unit that was separated into 10 areas. This was where each gun truck downloaded its vehicle-specific equipment — such as weapons, ammunition and pyrotechnics — after a mission.

In the middle of the room, the Marines placed an MK-19 on a wooden box and began to conduct their training. As two of the Marines continued familiarizing themselves with the weapon, the other Marine went to inspect the other items on the shelves. He picked up an AT4 launcher and carried it over to the other Marines. Believing he was holding an expended round, the Marine went through the sequence of preparing the round for firing.

Standing just three feet from the other Marines, he cradled the AT4 in front of him at waist level and pointed the front of the weapon to his left and the back toward the shelving unit. He then took out the transport safety pin and pushed the cocking lever forward, unknowingly arming the launcher. When he held down the red safety release catch and pushed the trigger button, the AT4 fired inside the building.

I was in the next building with my company executive officer and unit armorer when we heard a thud. It sounded different from incoming fire, so we ran outside to see what happened. As I ran from the supply building, I saw white smoke billowing from the convoy security building and two dazed and confused Marines walking out the door. While several people ran to help, the Marines' platoon sergeant came blazing by on his bicycle and hurried into the building. A few seconds later, he came out with the last Marine. After ensuring they were all OK, he went back inside the smoke-filled building to check for fire.

We followed him inside — fearing whatever had happened might ignite the other ammunition stored in the building. We found the AT4 launcher tube lying on



the floor and figured it had been fired. Upon further inspection, we discovered the rocket had punched through a three-quarter-inch plywood wall that was 15 to 20 feet away, penetrating into the ammunition storage area that was on the other side. The round traveled between some crates of MK-19 rounds and other pyrotechnics before flying another eight to 10 feet and finally striking the exterior wall of the building. Fortunately, the rocket had not traveled far enough to arm (the manual states 33 feet as the minimum arming distance).

So how could this incident happen? Well, a few days earlier, the Marines went through an AT4 familiarization class that used a previously fired round we kept in our supply room. However, that round wasn't marked as "INERT." The Marine who fired the AT4 thought since the live round was identical to the one he saw in familiarization class, it, too, was inert and he could go through the arming steps like he did during training. Wrong!

These three Marines were lucky to be alive after this incident. However, one positive did come out of it. From this day on, all of our training devices were marked as INERT. «

FYI

According to Field Manual 4-30.13, Appendix F, "Markings stenciled or stamped on munitions items include all information needed for complete identification. Components in which all explosive, incendiary, or toxic materials have been simulated by substitution of inert material are identified by impressed INERT markings. Components in which all explosive, incendiary, or toxic materials have been omitted are identified by stamped EMPTY markings."

move over for safety

TOM MILLER
Marine Corps Detachment
Fort Leonard Wood, Mo.

Serving as a state trooper in Missouri for many years, I learned that merely approaching a car during a traffic stop or working roadside while investigating an accident were two of the most dangerous duties we perform. Over the years, I've been bumped by a mirror, forced to jump on the hood of my patrol car and run from out-of-control vehicles more times than I'd like to recall.

To reduce the hazard for law enforcement officers and other emergency responders, all but seven states have enacted a "Move Over" law. Typically, the law requires motorists to change lanes and/or slow down when approaching stationary emergency vehicles with emergency lights activated. While each state statute differs significantly in the specific provisions, they all have two common goals — to provide a buffer area between emergency responders and moving traffic and to reduce the speed of passing vehicles.

Why is this law important to you? Emergency responders working roadside are putting their lives on the line every day to help preserve your life if you are in an accident. Consider that according to the National Institute for Occupational Safety and Health (NIOSH), in 2005, 390 emergency responders died when other vehicles struck them. Those deaths accounted for 7 percent of all fatal occupational injuries that year.

As well, www.respondersafety.com reports that, on average, each day two emergency responders are struck by passing vehicles. To make matters worse, according to a national poll by Mason Dixon Polling & Research and sponsored by the National Safety Commission, 71 percent of Americans have not heard of Move Over laws.

Fines for violations of the Move Over law vary from state to state. Visitors to the Move Over America website at www.moveoveramerica.com can click on their home state and check their local laws and fines.



Some state fines may be as low as $40, while others have fines as high as $500 and include jail time.

Remember, the emergency responders on our highways — be they law enforcement, emergency medical or fire service, or wrecker operators — are performing a service on behalf of you. Give them a break and move over if it is safe to do so. If you cannot move over, slow down. Sure, it may add a minute to your trip, but it could save the life of another. By observing the Move Over law, we can all make the roadways safer and less stressful for everyone involved.





U.S. ARMY

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PAY ATTENTION TO Detail

CHIEF WARRANT OFFICER 3 JAY S. BURLESON
C Company, 2-238th General Support Aviation Battalion
Shelbyville, Ind.



As with most Soldiers in today's Army, I have a "there I was" story. As a medevac pilot serving in Iraq, I found myself flying into, around and through some very tight and, sometimes, scary situations. This is my story.



We departed from our forward operating base in Diwanyah, Iraq, on a routine patient medical transport mission to the Baghdad Combat Support Hospital (CSH). Due to the nature of our business, my crew and I were required to fly during all hours of the day and night — often being tasked for multi-mission scenarios. The first part of the mission was uneventful because it was a day visual flight rules flight. This enabled us to see much of the scenic countryside and wave to villagers as we flew by. We made the appropriate air traffic control calls regarding our flying location in the correct corridors. It had become second nature to us by now — almost like flying back in the U.S.

As we approached the hospital, I was flight lead and called the other aircraft to communicate our initial speed and altitude reduction. I reduced the collective pitch to stabilize our descent and reduce airspeed, but then had to add a little power (collective). However, when I tried, I was unable to pull in collective, which was not good. That's where our flight started to deteriorate.

I asked my co-pilot, who was navigating and talking on the radios, if he had put the friction on. We sometimes flew with more friction on the collective so aircraft vibrations wouldn't lower the collective.

He said, "No," but proceeded to loosen it anyway, just in case. This freed up the collective, allowing me to regain control of it. All was good again.

About a half mile from the hospital, I called the other aircraft to announce our second and final speed and altitude reduction before landing. Again, I lowered the collective to reduce speed and altitude. When the aircraft slowed to the speed and altitude that I desired, I again tried to add power. However, once again the collective would not move. I jiggled and pulled, and still nothing happened.

At this point in the flight, we were committed. We were less

than 100 feet above the ground, which was approaching very fast! If you've seen the CSH pad in Baghdad, you will remember it is only large enough to land four Black Hawks — and that has to be in two rows of two. Also, the concrete pad (which was looking very small and coming at me quickly) was surrounded by 9-foot-tall T-walls. Yes, T-walls.

I had no power control and my aircraft was losing altitude very quickly. I needed a larger landing area so I could do a controlled roll-on landing. I notified my crew that we had a serious problem and to lock all of their shoulder harnesses and brace for impact. I pulled up the nose of the aircraft sharply in a decelerating attitude to reduce speed rapidly and to stop our decent. I was using aircraft drag and power to stop from slamming into the concrete pad. Miraculously, we hit the ground with little downward force, but we were still moving forward, rapidly approaching the T-walls at the end of the landing zone. I was literally standing on the brakes when we came to a stop just a few feet from the T-wall.

After regaining my breath, I made sure no one had been injured during our abrupt maneuvers. Then, I tried to find out what had jammed the collective pitch. The first thing I noticed was the night vision goggles my co-pilot had stored above the collective had fallen behind it and lodged in place. That's what prevented me from raising the collective. We had an intense discussion about storing things more appropriately next time. After we checked the aircraft for damage, we proceeded with the day's operations, always paying a great deal of attention to the flight controls.

This brings me to my lessons learned from this near accident. During flight training at Fort Rucker, one of the most often repeated phrases is "attention to detail." My crew and I had covered all the obvious risks and planned for most unexpected hazards, but this one had us perplexed and it almost cost us a UH-60 and, possibly, a flight crew. We must constantly be on the alert, paying attention to details. Those details can be the margin between life and death. I'll always have that lesson with me as I continue flying to support the Army aviation mission.«



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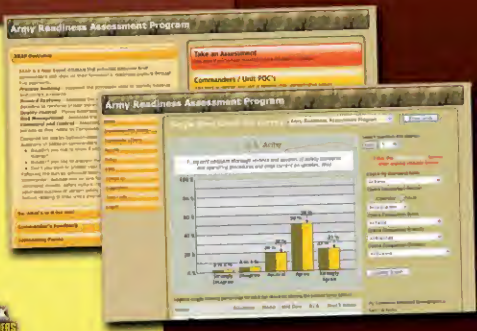
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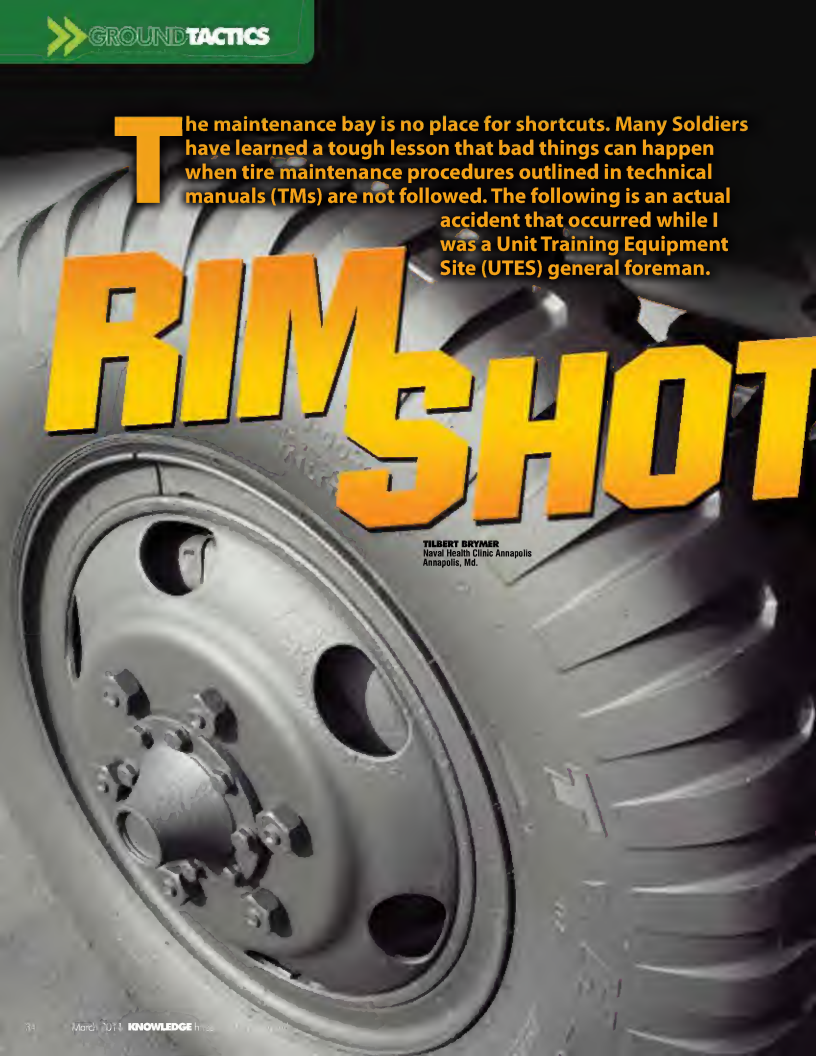
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ARMY STRONG. ARMY SAFE. | #1 BAND OF BROTHERS & SISTERS

The maintenance bay is no place for shortcuts. Many Soldiers have learned a tough lesson that bad things can happen when tire maintenance procedures outlined in technical manuals (TMs) are not followed. The following is an actual accident that occurred while I was a Unit Training Equipment Site (UTES) general foreman.

RIM SHOT

TILBERT BRYMER
Naval Health Clinic Annapolis
Annapolis, Md.



It was summer and we were in the middle of the prime time for training and issuing combat vehicles. We were tasked to issue combat assets to several units performing tank gunnery and infantry training for their annual training period. One of these was a 5-ton tractor which was to be used by the forward support company conducting wholesale and retail fueling operations for a brigade-sized element during training.

Our procedures required unit personnel to inspect all equipment to ensure it was ready for issue and all basic issue items were present. If we found any non-mission-capable faults, it was our mission to fix them or provide the unit another piece of equipment. The unit's inspection of the 5-ton tractor showed it had a flat tire, so the truck was pulled into a UTES maintenance bay for service.

The mechanic broke down the split rim tire and made the necessary repairs. Although he'd been trained in the proper procedures for maintaining split rim tires, he decided to not use the certified tire cage while inflating the tire. The mechanic wrapped the tire with a chain, placed it upside down and was in the process of inflating it when it suddenly exploded. Fortunately, the chain kept the ring and tire together, and no one was seriously hurt. However, several personnel were sent to the hospital for short-term hearing loss as a result of the explosion.

The accident investigation showed the Soldier did not use proper tire inflation procedures. He said he was in a hurry to get the truck completed, so he had used a chain instead of a tire cage. The Soldier also did not use the 10-foot air hose with proper air chuck. In addition, the accident investigation revealed the wage leader and shop foreman did not ensure proper safety equipment was used.

So what resources do Soldiers need to service multi-piece rims safely? In most cases, the minimum resources include:

- Eye protection
- Hearing protection
- Occupational Safety and Health Administration (OSHA)-approved tire cage (NSN 4910-01-373-0267); or larger approved tire cage (NSN 4910-00-025-0623)
- Inflation gauge with 10-foot air hose and clip-on chuck (NSN 4910-00-441-8685)
- Mechanical bead breaker (NSN 4910-01-325-2974)
- Valve stem remover
- Applicable tire tools
- Equipment technical manual
- TM 9-2610-200-14, Care, Maintenance, Repair, and Inspection of Pneumatic Tires and Inner Tubes

Under enough pressure, rims can come apart and become deadly projectiles. Leaders can help prevent injuries and fatalities by ensuring shortcuts are never taken, standards are enforced and the proper resources are made available to Soldiers.

... it happens

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Slip Slidin' Away

EARNIE EAKINS
Driving Task Force
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

There's an old Paul Simon song that goes,

"Slip slidin' away
Slip slidin' away
You know the nearer your destination
The more you're slip slidin' away."

Those lyrics often describe what happens to motorcyclists riding on familiar roads who don't pay attention to things that can send them skidding out of control. And riders who are ignorant, short on skills or fail to identify potential hazards can find themselves skidding into tragedy.

Ask any motorcyclist and they'll tell you riding in the rain is not fun, especially if you're not prepared for the reduced visibility and slick surfaces. Unfortunately, most riders never give much thought about how to handle losing control until it happens — and then they panic. However, if bad weather puts you on the road in slippery conditions, with proper preparation and forethought you can safely make it to your destination. The key is maintaining traction and keeping the "rubber side" down against the road at all costs. So, how do you protect yourself from slip slidin' away?



> "By **BEING OBSERVANT**, you can often **PREDICT CHANGES** in traction by the **COLOR** of the road surface. **DARKER SPOTS** caused by oil or fuel **MEAN SLIPPERY AREAS** that can lead to an accident."

Know the Hazards

First, visibility is a big problem for riders when it is raining. Since motorcycles don't have windshield wipers, treating your windscreen and face shield with a product that will improve rain runoff can make a huge difference.

Also, it is to your advantage to know which areas of the road are the most slippery. Roadway markings, slippery even in clear weather, become even more so when ice or rain coats them. This is particularly a problem at intersections, where you may encounter crosswalk markings. If you have to turn across these white lines, go slowly, avoid braking and ride in the most upright position possible. Also, if you have to stop, do so either before or after reaching those roadway markings. And, when you pull off, don't accelerate until after you have crossed the markings.

During winter, normal (not black) ice is fairly easy to predict because you can see the crystals forming on the road surface. Obviously, riding in icy conditions requires extra caution. Ice not only affects roadway markings, it also makes grates, railroad tracks and tar "snakes" (asphalt repairs/patches) much more slippery.

If you encounter a sudden downpour, it's a good idea to stop for a break and allow the oil on the roadway to wash away. Typically, it takes about a half hour of steady rain to remove the accumulation of oil drippings. When you get back onto the road, avoid riding in the center of the lane because that is the most slippery area. Instead, ride in the traffic wheel ruts to take advantage of cars pushing the water off the road in front of you.

Even when roadways are dry, traffic lines, grates, railroad tracks and tar snakes



all present slipping hazards. By being observant, you can often predict changes in traction by the color of the road surface. Darker spots caused by oil or fuel mean slippery areas that can lead to an accident.

Loose material on the road can also present a slipping hazard regardless the weather, although they're normally made worse by rain. Sand, dirt and mud that have become mixed with gravel may look the same color as the pavement — especially over time as it has been sitting on the road. Because of that, it's important to take extra care in turns where sand or gravel may have washed onto the roadway. You also need to pay extra attention around construction areas where vehicles turning onto the pavement from dirt roads may have scattered dirt or sand.

Understanding the Dynamics

Proper traction control is the answer to preventing slipping and sliding. Traction, simply defined, is the very limited amount of rolling grip between your tires and the road surface and is significantly reduced during slippery conditions. Safe motorcyclists must constantly manage their traction on both wet and dry roads. To do that, there are some questions you need to answer as you ride. The most important ones are how much traction do you have available, what is consuming your bike's traction and how much traction do you have in reserve?

How much traction you have available is related to how much tire surface area you have on a motorcycle. Would you be surprised to learn the entire contact patch of both your tires is about the size of the palm of one hand? That makes understanding what consumes traction and how much you have in reserve very important to safety.

Some aspects of traction management are within the rider's control. Things such as the condition of the tires and brakes indicate how well we maintain our motorcycles. Other things, such as whether we lean excessively during turns, indicate our riding attitude. Both of these must be balanced against the things we can't control, such as the weather and road surface conditions. When you're not sure how much traction you have available, slow down.

The final question is how much traction do you have in reserve? Unfortunately, there is no way to know that for sure. What you can be sure of is that anything you see on the road that consumes additional traction is a warning sign to exercise extra care. You can do that by reducing your speed, placing your weight on your foot pegs, picking the best surface and following smoothly through your turns. It's also important to keep a steady hand on the throttle and keep the bike in as upright a position as possible until conditions improve.

The public road can be an unpredictable place. Like the song, it's possible to overlook the hazards on the familiar roads where you live and end up slip slidin' away. By maintaining plenty of reserve traction, regardless the roadway conditions or weather, you can leave the words "slip slidin' away" in the song and not in an accident report.«

DON'T ASSUME

CHIEF WARRANT OFFICER 4 KEVIN J. RIESE
Air Traffic Services Command
Fort Rucker, Ala.



I looked up the word "assume" in the dictionary and found the definition to be "to take for granted." In the aviation business, there is never a time we should take something for granted. The story I am about to tell could have ended in significant damage to an airframe, or worse, as an injury or death to a fellow aviator.

The mission was to continue training a new instructor pilot (IP). The weather was perfect, and we were sharing the traffic pattern with another aircraft doing emergency touch-and-go landings as part of readiness level progression training. Things were working well. We coordinated via internal frequency so each aircraft could complete the required maneuvers and not be rushed by the other aircraft.

After one landing, I decided to exit the runway to talk over the previous maneuver and give the new IP trainee a break. We taxied back to the runway hold short line, set the brakes and talked about the previous maneuvers. As we watched the other aircraft complete a pattern, we waited to sequence back into the flow of the traffic pattern. As the other aircraft turned on base and then on final, we noticed their landing gear was not down.

I knew the IP in the other aircraft was an experienced aviator and good instructor, so I

assumed he was aware of the situation. I believed he was using this event as a training point, so we both continued to watch the approach. As they were on final to the runway, I commented they were getting a little too low for comfort and should be receiving a gear-up warning in the cockpit. I didn't say anything because I didn't want to get into the other pilot's training.

As they approached the threshold, I'd had enough and wanted to ensure they were aware of the situation. I called them over the radio to check the landing gear and go around. The aircraft began the go-around and all seemed well. I was curious if they were aware of the gear not being down prior to my call, or if I, indeed, helped them avert disaster.

After completing the training flight and debrief, I questioned the other crew as to what was happening during the situation described above. As expected, the pilot in progression was behind the aircraft and unaware of the problem due to task overload. The IP assured me he was aware of the situation and wanted to use the event as a training point. The one thing he did convey to me was they had an inoperative navigation component. The ground proximity warning system never forewarned the crew of "too low, gear."

The bottom line in this story is this: What if I had not said anything and the other crew had an accident while I watched. I assumed just because the other IP was good, he had the situation under control and the aircraft systems should have alerted him of the problem. Wrong! Don't ever hesitate to say something. This could have been a disastrous accident.

How many accidents could we avoid if someone said something when others deviated from the standard? I may be stating the obvious, but the importance cannot be overstated. It's our obligation as Leaders and officers to remove the break in the chain. Speak up and never assume others are aware if you see something that is wrong or not to standard.«

"As the other **AIRCRAFT TURNED** on base and then on final, we **NOTICED** their **LANDING GEAR** was **NOT DOWN**."

ORV Parks

Growing at Army Posts

STEVE KURTIAK
QinetiQ North America
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

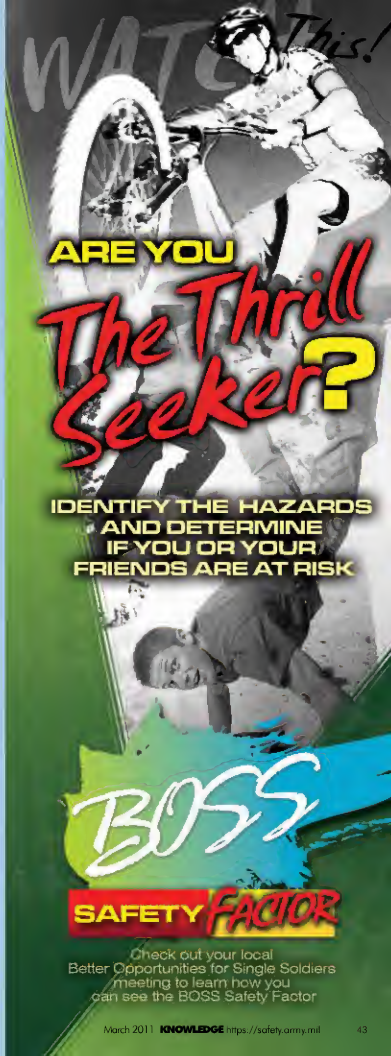
In the April 2010 issue of Knowledge, we published the article "Catching Air at Irwin" about the off-road vehicle (ORV) park located near the main gate at Fort Irwin, Calif. Since then, we have received many positive responses and inquiries on how to establish a riding area on a number of installations. The safety staff at Fort Irwin has assisted several other installation safety staffs with information on how to establish such areas on their posts.



Last September, Fort Carson, Colo., opened its ORV park — about 10 miles of trails on a 199-acre site. Command Sgt. Maj. Daniel A. Daily, 4th Infantry Division and Fort Carson senior enlisted leader, and the garrison staff were instrumental in establishing this area for Soldiers to ride their off-road dirt bikes and all-terrain vehicles during their off-duty time. Fort Bliss, Texas, and Fort Leonard Wood, Mo., are also in the process of establishing riding areas, which is great news for the Soldiers who enjoy off-road riding at those installations. Including Fort Riley, Kan., and Fort Hood, there are now ORV riding areas at five U.S. Army installations.

The staff at Fort Irwin recently raised the bar another notch when they redesigned and upgraded their motocross track and trail riding area for off-road riders. The upgrade includes upkeep of the motocross track and trail riding area at the direction of the garrison safety office. I was impressed with the original layout of the motocross track and trail riding area during my visit in December 2009. However, after seeing the pictures of the upgrades, I am envious and a bit jealous of those who have the opportunity to ride at such well-groomed ORV park.

If your installation is considering establishing a riding area such as the one at Fort Irwin, contact the U.S. Army Combat Readiness/Safety Center's Driving Task Force at drivingtaskforce@conus.army.mil or (334) 255-2892/2744.



LOST

AVIATION

AH-64D



CLASS C

- The lead aircraft of a combat mission inadvertently entered instrument meteorological conditions and contacted the ground during recovery. The aircrew maintained control and returned to base.

- Upon landing, the ground crew noted the No.1 nacelle door was open. After shutdown, a crack was discovered, requiring replacement of the door.

CH-47D



CLASS C

- The crew was conducting a night vision goggle sling load training mission when the HMMWV load jettisoned. The HMMWV was destroyed.

MH-6M



CLASS C

- During overwater flight training, the FADEC failed and the engine RPM rose to 115.9 percent for eight seconds. The crew recovered by using manual throttle.

MH-47G



CLASS C

- The aircraft's left rear strut collapsed upon landing on a concrete pad at a forward operating base.

OH-58D(I)



CLASS C

- While hovering from taxiway to parking, the aircraft encountered whiteout conditions and lost visual reference. The aircraft subsequently landed hard, incurring damage.

TH-67A



CLASS B

- The aircraft rolled over during a slope landing. The instructor pilot and student pilot suffered minor injuries.

UH-60L



CLASS C

- The aircraft main rotor blade contacted the intermediate gearbox cover and troop commander antenna.

FIXED-WING

C-12U



CLASS C

- A gust of wind lifted the right wing while landing, causing the left wing to strike the runway. On touchdown, the aircraft exited the runway onto the grass. The left wingtip, aileron and de-ice boot were damaged.

UAS

MAV



CLASS C

- After launch, the air vehicle operator (AVO) received warnings with the micro air vehicle and initiated a return to base. During the 250-feet-above-ground-level landing, the unmanned aircraft (UA) experienced engine failure and crashed.

RQ-7B



CLASS B

- The UA's fuel system malfunctioned. The RPMs and propulsion system decreased and the UA's parachute deployed. The UA was damaged upon landing.





Editor's note: Information published in the accident briefs section is based on preliminary loss reports submitted by units and is subject to change. For more information on selected accident briefs, e-mail safe.knowledge@conus.army.mil.

CLASS C

- While landing, the UA failed to catch the arresting gear and struck the arresting net. The wings, tail and fuselage were damaged.

GROUND

Explosive/Fire



CLASS A

- A Soldier died from injuries she suffered when a propane heater exploded in her garage. The Soldier's fiancée was also injured.

Personnel Injury



CLASS A

- A Soldier died when he fell from a cliff while on vacation.

DRIVING

POV



CLASS A

- A Soldier died on his way to his unit's morning drill when he crossed the centerline and collided head-on with another vehicle. The Soldier was not wearing his seat belt and was ejected from his vehicle.

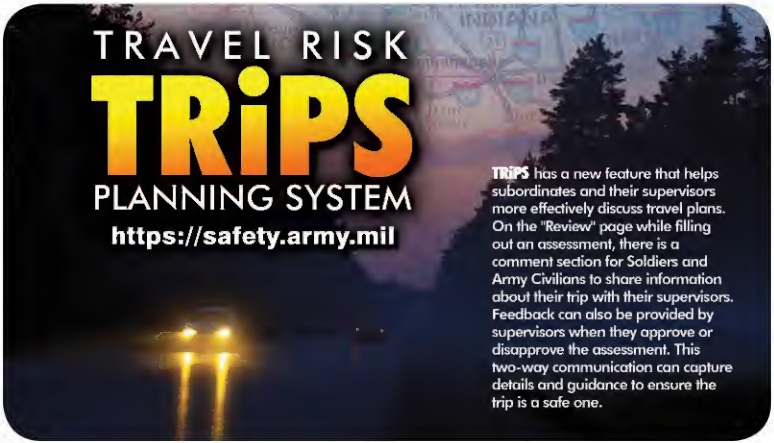
POM



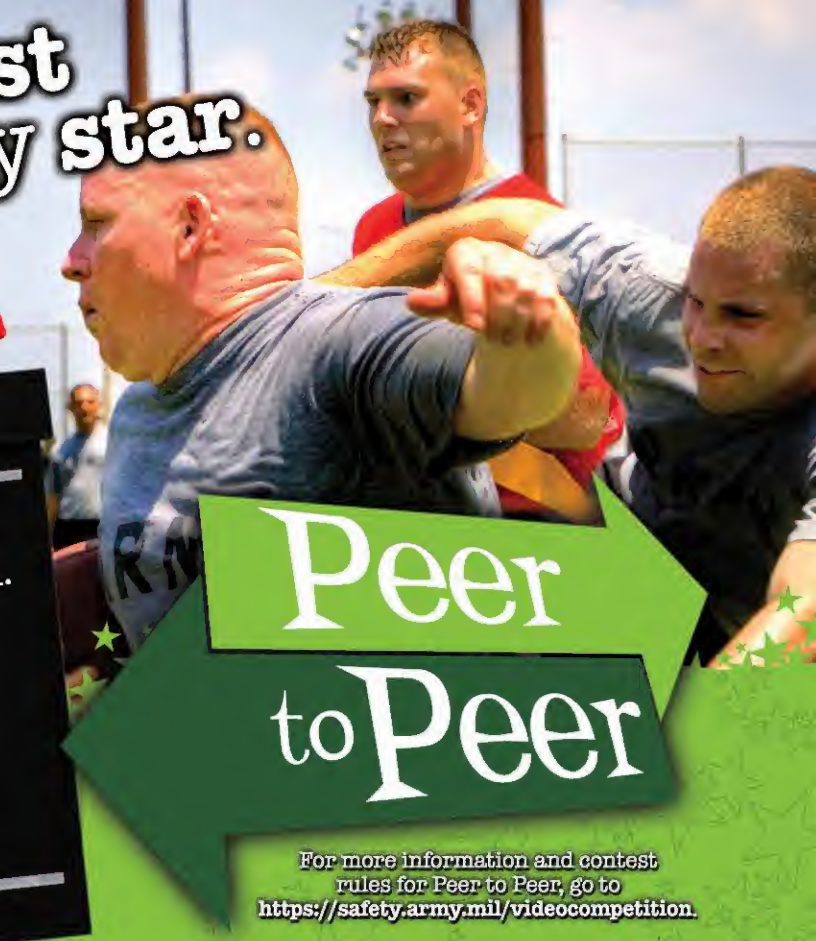
CLASS A

- A Soldier died when he lost control of his motorcycle and was thrown from his bike and struck and dragged by a truck in an adjacent lane. The Soldier was riding with a group, and another rider suffered minor injuries after striking the downed rider's bike.






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